

United States Department of the Interior  
National Park Service

## National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

historic name Ohio Falls Car and Locomotive Company Historic District

other names/site number Water Tower Square/019-446-64000

### 2. Location

street & number 300 Missouri Avenue

N/A ☐ not for publication

city or town Jeffersonville

N/A ☐ vicinity

state Indiana code IN county Clark

code 019 zip code 47130

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Indiana Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- ☐ entered in the National Register.  
☐ See continuation sheet

- ☐ determined eligible for the National Register.  
☐ See continuation sheet

- ☐ determined not eligible for the National Register.  
☐ removed from the National Register.

- ☐ other, (explain:)

## 5. Classification

### Ownership of Property

(Check as many boxes as apply)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

### Category of Property

(Check only one box)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

### Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
14	4	buildings
0	0	sites
1	1	structures
0	0	Objects
		buildings
15	5	<b>Total</b>

### Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

### Number of contributing resources previously listed in the National Register

0

## 6. Function or Use

### Historic Functions

(Enter categories from instructions)

#### INDUSTRY/PROCESSING/EXTRACTION:

Manufacturing facility

### Current Functions

(Enter categories from instructions)

#### COMMERCE/TRADE: Business

## 7. Description

### Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN: Romanesque

### Materials

(Enter categories from instructions)

foundation: concrete

walls: brick

metal

roof: asphalt

other:

Ohio Falls Car and Locomotive Company  
Name of Property

Clark County, IN  
County and State

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**Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

**Summary Paragraph**

see continuation page 1

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**Narrative Description**

**8. Statement of Significance****Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

INDUSTRY

TRANSPORTATION

**Period of Significance**

1872-1930

**Significant Dates**

N/A

**Significant Person**

(Complete only if Criterion B is marked above)

N/A

**Cultural Affiliation****Architect/Builder**

unknown

**Period of Significance (justification)****Criteria Considerations (explanation, if necessary)**

Ohio Falls Car and Locomotive Company  
Name of Property

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**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

see continuation sheet p. 13

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**Narrative Statement of Significance** (provide at least one paragraph for each area of significance)

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**Developmental history/additional historic context information** (if appropriate)

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**Previous documentation on file (NPS):**

☐ preliminary determination of individual listing (36 CFR 67 has been requested)  
☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings Survey # \_\_\_\_\_  
☐ recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

☒ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other  
Name of repository: \_\_\_\_\_

Ohio Falls Car and Locomotive Company  
Name of Property

Clark County, IN  
County and State

Historic Resources Survey Number (if assigned):

## 10. Geographical Data

**Acreage of Property** 6.4 acres  
(do not include previously listed resource acreage)

### UTM References

(Place additional UTM references on a continuation sheet)

1	Zone 16	Easting 609100	Northing 4236820	3	Zone 16	Easting 609280	Northing 4236300
2	Zone 16	Easting 609330	Northing 4236790	4	Zone 16	Easting 609280	Northing 4236040

### Verbal Boundary Description (describe the boundaries of the property)

Beginning at the south right-of-way line of South Clark Boulevard(formerly Sixth Street) at the northeast corner of Lot Number 8, Block 50 of the City of Jeffersonville, Clark County, Indiana; travel south along the western right-of-way line of Missouri Avenue for about 1, 739 feet ending at the northern right-of-way line of West Market Street. Continue west along the northern right-of-way line of West Market Street about 382 feet until you intersect the floodwall. Follow the floodwall until it intersects the eastern right-of-way line of Woerner Avenue. Head north along the eastern right-of-way line of Woerner Avenue approximately 1,494 feet to the southern right-of-way line of South Clark Boulevard. Turn east and follow the southern right-of-way line of South Clark Boulevard east 766 feet to the point of beginning

### Boundary Justification (explain why the boundaries were selected)

The boundaries selected are the historic boundaries of the property.

## 11. Form Prepared By

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## Additional Documentation

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Continuation Sheet**

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**Section 7 – Architectural Description**

The Ohio Falls Car & Locomotive Company Historic District is located in Jeffersonville, Clark County, Indiana. The site lies just north of the Ohio River and just west of the ramp for the George Rogers Clark Memorial Bridge. The terrain is primarily flood plains of the Ohio River. For this reason, the southwestern corner of the property is bordered by a floodwall. This wall was completed in 1945, in response to the flood of 1937, and extends from eastern Jeffersonville west to New Albany, Indiana. The site includes 20 resources consisting of 18 buildings and 2 structures. The overall style of the buildings is late 19<sup>th</sup> century Italianate. This style is shown throughout by the use of tall, slender windows topped with segmental arches, articulated brickwork, and pilasters. The majority of the buildings are brick construction with gabled roofs and parapets. They were built to allow for the maximum amount of natural light and ventilation. Each building had its own special use and a separate foreman built each building. The complex is a major landmark of the area and, in its prime was one of the region's largest employers. Now known as Water Tower Square, the buildings no longer retain their original use, but many have been renovated so that they may continue to be used long into the future.

*\*Due to the irregular shape of some of these buildings, please refer to the attached site plan for building section identification. The numbering system used is only for identification purposes. It is not, in any way, related to the buildings' addresses.*

**Dry Kiln, Building #1, circa 1920, Non-contributing, Image 01**

On the northeastern most corner, of what is now known as Water Tower Square, is a 9,500 square foot single-story building (image 01). It was originally built as a dry kiln. It is first found on Sanborn Fire Insurance Maps in 1925. This is a painted brick building with a running bond. It has a flat roof. Building #1 has been heavily altered in recent years for use as a strip mall. A modern storefront system has been installed to allow for signage for the current tenants. It now holds 6 different small businesses and is a non-contributing structure.

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**Wood Working Mill, Building #2, 1886-1910, Contributing, Images 02, 03 & 04**

Directly south of building #1 is a large industrial building. The southern portion (2b) was originally built as the cabinet shop for passenger cars and can first be found on Sanborn Fire Insurance Maps in 1886. It is brick construction with a running bond throughout and has been painted. The northern section (2a) (image 02) was added around 1910 and covers portions of the detailing on the northern façade of the southern half (2b) (image 03). Section 2b was also built as a cabinet shop. The overall shape of 2a differs from that of 2b. 2a is a one-story structure with a monitor roof and a metal standing seam roof system. 2b is two-and-a-half stories and has a north/south running gable roof with brick parapets on both gable ends. 2b has asphalt shingles and a metal signage system that has been added for the current tenants' use. Both gable ends of 2b have articulated brickwork, pilasters, and medallions (image 04). The articulated brickwork continues along the eastern façade of 2b. This façade also has punched windows, two per bay, with brick segmental arches with a brick keystone element. This same window pattern and ornamentation runs north along the eastern façade of 2a. Windows have been bricked-in on the northern-most and southern-most elevations of this building. The western façade serves as shipping/receiving for current tenants.

**Wood Working Mill, Building #3, 1875-1945 Contributing, Images 05, 06, 07, 08 & 09**

Directly to the west of building #2 is a large irregularly shaped industrial brick building with a running bond brick pattern. According to the 1886 Sanborn map, only the southern portions of 3a and 3e existed at that time. 3a was used as the passenger car wood machine shop and 3e was both the veneering room and the engine room. By 1891, 3e had grown into 3f a slight bit, but the building uses remained the same. As of 1898, the southern portions of 3a and 3e were connected by the middle section of 3f (all functions were the same). By 1904, 3b was now built, but it was built as a shaving vault on a platform. The shape of the platform was eventually incorporated into the building. 3e & 3f now held the veneering shop, the vacuum room and the pipe shop. The northern section of 3a appears for the first time in 1911. It was used for planing and sawing. The southern half of 3a housed the woodworking machinery. 3e was being used as a tin shop and 3f for pipe threading. The building stayed the same until 1946 when the shape appears to be completed. The eastern portion (3a) is one-and-a-half stories and has an asphalt shingled gable roof with brick parapets at both ends. 3a runs the entire length of the building (north/south) (image 05). The

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southern portion of 3a has been on Sanborn Fire Insurance Maps since 1886, but the northern portion did not appear until 1911. This is visible through the slight difference in ornamentation, which can be seen along the eastern façade. The northwestern corner has a small one-story section (3b), which juts out at approximately a 45-degree angle from 3a. The irregular orientation of this section appears to be based on the location of the Shaving Platform, which can be seen on the 1904, 1911 and 1925 Sanborn Fire Insurance Maps. 3b has a low-sloped shed roof with brick parapets at either end (image 06). To the south of 3b is a modern one-story metal paneled structure (3c) (image 07), which connects 3b to an original two-story tower (3d). 3c has a metal standing seam shed roof and 3d has a metal standing seam hipped roof. 3d serves as the building's main entrance for building 3 (image 07). The section directly south of 3d (3e) has asphalt shingles and is two-and-a-half stories, with a gabled roof with brick parapets at the middle and at the southern ends (image 08). On the southern half of 3e, a metal monitor roof has been added. Windows run along the entire east and west sides of the monitor section of the roof. Between 3e and 3a is a narrow two-and-a-half story section (3f) (image 09) with a gable roof with brick parapets at both ends. The north end of 3a has an External Insulation Finishing System (EIFS) façade with large aluminum window systems. The east façade of 3a retains much of its original integrity. Although the original windows have been replaced with aluminum windows, the punched openings, one per bay, still have the original brick segmental arches above them. The visible portions of 3a's south elevation have metal paneling. A small modern hallway attaches this facade to the north façade of building #6. The gable ends of 3e and 3f, as well as the west façade of 3e, have articulated brickwork, pilasters and segmental arches with keystones above the windows. The west façade of 3d has punched windows, two per bay, with segmental arches with a keystone. 3b has pilasters on the visible facades, but the windows are not arched at the top, as are the majority.

**Building #4, circa 1970, Non-contributing, Image 10**

On the northwestern section of the property is a rectangular one-story brick building, which was added in the 1970s (image 10). This non-contributing building has a brick running bond with a soldier course along the top of the exterior wall. The roof is mansard in shape and has asphalt shingles.

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**Building #5, circa 1970, Non-contributing, Image 11**

Building #5 runs along the majority of the western edge of the property, in the location of historic buildings. None of the original buildings remain. They were replaced with three attached metal pole barn structures, which are used for shipping/receiving. It is a non-contributing structure.

**Northwest Passenger Erecting Shop, Building #6, circa 1875, Contributing, Image 12**

Just south of building #3 is building #6, which initially was called the Northwest Passenger Erecting Shop due to its relationship to the other erecting shops. It appears on Sanborn Fire Insurance Maps as early as 1886. On the 1946 revised Sanborn maps its use changes to a soap warehouse, when a large portion of the property was leased by the Falls City Transfer Co., Inc. A small modern hallway, with a metal standing seam roof, attaches building #3 to building #6. A landscaped serpentine path leads from the parking lot just west of these buildings to an entrance on this hallway. The east-west running gable roof on the two-and-a-half story brick building #6 has brick parapets at both ends. Shed roofs project on small sections on both the north and south facades. The east and west façades have articulated brickwork, pilasters, and medallions. These façades also have punched windows with brick segmental arches with a brick keystone element. The south façade has large openings that have been filled in with concrete blocks. These openings were once used to roll large sections of metal out onto the rails that ran just south of the building. The entire north façade appears to be concrete block construction.

**North Middle Passenger Erecting Shop, Building #7, circa 1875, Contributing, Images 13 & 14**

Directly east of building #6 and south of building #2 is the former North Middle Passenger Erecting Shop (#7), as stated on the 1886 Sanborn Maps. As of 1904, it was considered a passenger car finishing shop. By 1946, it was being used as a soap warehouse by the Falls City Transfer Co., Inc. This two-and-a-half story brick building runs east/west with an asphalt shingle gable roof with brick parapets at both ends. The parapet on the northeast corner shows evidence that part of this façade has been rebuilt (image 13), possibly due to destruction from the fire in 1872. The rebuilt section on the east façade does not match any other building in the complex. It consists of several nine-over-nine metal windows, on the second floor, with metal shingles between them. Metal shingles are also located in the gable. The section of the wall surrounding these windows appears to be the original brick façade. The lower half of the original

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pilasters is still visible on the first floor façade. The first floor façade also has the original segmental arches with keystones over the window openings, which have since been bricked in. The eastern third of the north façade has no windows, pilasters, or ornamentation of any kind. It is simply a running bond brick pattern. The other two-thirds of this façade has the articulated brickwork, pilasters and segmental arches with keystones above the punched windows (three per bay), which have also been bricked in. The west elevation has articulated brickwork, pilasters, medallions and segmental arches with keystone details. All windows on this façade have been bricked in and one of the openings has been filled with a door. On the southern façade it is apparent that there were similar large openings as those that appear on the south façade of building #6 (image 14). These have also been filled in with concrete blocks. Unique to this façade are the segmental arches with keystones above the large openings. In two of these openings, two six-over-six windows have been placed in each, and the other four have been fitted with metal overhead doors.

**Northeast Passenger Erecting Shop, Building #8, circa 1875, Contributing, Image 15**

Due east of building #7 is building #8. Historically this brick structure served as a passenger car erecting shop (1886 Sanborn), a varnish shop (1904 Sanborn), and a paint storage building (1911 Sanborn), but is now the home to a catering company by the name of Kye's. This two-and-a-half story brick building has the typical articulated brickwork and pilasters on all four sides with medallions on both the east and west elevations (image 15). There are three windows per bay on the north elevation and one large window per bay along the southern elevation. The gable roof with brick parapets is asphalt shingles. A modern skylight has been added on the north side of the building. Below this skylight, there is a contemporary curved glass block wall, which serves as the main entrance to the building. The main entrance also has a modern awning system.

**Southeast Passenger Erecting Shop, Building #9, circa 1875, Contributing, Photo 16**

Just north of the site's main entrance and water tower is building #9, which was originally built as a passenger car erecting shop. By 1911, it was home to the truck shop and paint storage, it now holds Kye's II. Between the two buildings (#8 and #9) is a fenced courtyard. This two-and-a-half story brick building has a running bond and articulated brickwork and pilasters on all four sides with medallions on

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both the east and west elevations (image 16). There is one large punched window per bay with a segmental arch, on both the north and south elevations. The gable roof with brick parapets is clad with asphalt shingles. A curved entrance, similar to that on the north elevation of building #8, is located on the south side of building #9.

**Southwest Passenger Erecting Shop, Bldg #10, circa 1875, Non-contributing, Images 17, 18 & 19**

The northern portion of building #10 first appears on Sanborn maps in 1886 and was used as a passenger car erecting shop. By 1904, the southern section was built to allow for more space and to connect the building to the transfer table to the south. As of 1946, the entire building was being used as a Soap and Powder warehouse for the Falls City Transfer Co, Inc. The building is located just west of building #9 and the water tower. 10a, also known as the 400 Building, is a rectangular, one-story building (image 17). It has a flat roof with a monitor roof on the northern end. A metal signage system has been installed on the exterior of the building. On the south façade, a loggia has been created by the installation of a new wall inside the original exterior wall. The original archways remain. Windows along the exterior have simple segmental arches. 10b is typical of other structures on the property. It is a two-and-a-half story structure (image 18). The east/west running gable roof with parapets at both ends is asphalt shingles. This brick building has articulated brickwork, pilasters, and punched windows with segmental arches on all exterior sides with medallions on both the east and west elevations. To the west of building #10 is a fenced courtyard with a serpentine pathway that divides building #10 from building #11 (image 19).

**North Middle Passenger Erecting Shop, Bldg #11, 1875-1904, Contributing, Images 20, 21 & 22**

To the west of building #10, just across the courtyard is building #11. The southeastern portion of the building (11a) can be seen on Sanborn maps as early as 1886. It was originally listed as a passenger car erecting shop. By 1911, it was considered a passenger car finishing shop and as of 1946 was used as a soap warehouse for the Falls City Transfer Co., Inc. It is a two-and-a-half story brick building with an east west running gable roof with a parapet at only the east end (image 21). It has a running bond pattern throughout with articulated brickwork, pilasters and medallions on the east elevation. All windows openings on the east elevation have been bricked in. The southern façade is covered with corrugated

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metal panels, which continue west along the southern face of 11c. 11b is the northeastern section of the building (image 20). It is constructed of concrete block and does not appear on Sanborn maps until 1904. It has a low-slope shed roof along the northern portion with a monitor roof at the southern end. The monitor section is covered in corrugated metal panels. Along the entire top half of the north façade is a large clerestory window made up of several smaller metal-framed units. The eastern façade, which runs along the courtyard, is brick with wooden brackets at the eaves. There is evidence along this façade of additions that have since been demolished. There are also several bricked in windows with segmental arches. 11c is a modern metal structure that runs along the entire western side of the building and was built sometime after 1946 (image 22).

**Planing and Sawing Mill, Building #12, circa 1875, Contributing, Images 23, 24 & 25**

Southwest from building #11 and just east of building #5 is building #12. The southwestern portion of building 12 was the first section built and was on the 1886 Sanborn maps. The north third was used for sawing and the south two-thirds was the planing mill. By 1891, the rest of the structure was completed. 12b was used for lumber storage, 12c was the engine room and 12d was the truck shop. As of 1911, 12a was used for sandblasting, 12b was the pattern shop, 12c was for carbide storage and 12d's use is unknown. By 1946, the building was leased by the Progress Iron & Steel Co and was used for storage. The northern section (12b) is a two-and-a-half story brick building with a gable roof and parapets at both ends (image 23). The roof is clad with asphalt shingles. The structure has articulated brickwork and pilasters along all facades. All window openings except for one centrally located on the first level, north façade, have either been bricked in or filled with concrete blocks. The window that has not been bricked in has been filled with glass blocks. Running south off the southwestern corner of 12b is 12a. This one-and-a-half story, north-south running building has a gable roof. It has articulated brickwork and pilasters along the east and west facades. There is a large arched window on the east façade, just south of 12b that has been filled in with glass blocks (image 24). The southern façade has been retrofitted with a large metal horizontally sliding door (image 25). Just southeast of the glass block window on building 12a is one of the two original storage sections of this building (12c). It has a gable roof with asphalt shingles as well as a corrugated metal monitor roof. It also has articulated brickwork and pilasters on both of its exterior walls and a medallion under the eave on the north elevation. All windows openings have been

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bricked in, but retain the segmental arches with keystones. Just south of 12c is the other original storage facility (12d). This section of the building has a monitor roof of corrugated metal panels. It has articulated brickwork and pilasters on the two exterior walls. The southern façade shows evidence that this section has been modified. It appears to have originally been a one-story gable building and an addition was built to the west adding both width and height to the original structure.

**Hardwood Machine Shop, Building #13, circa 1875, Contributing, Images 26 & 27**

Directly east of building #12 is building #13. According to the 1886 Sanborn Map, it was used as the hardwood machine shop and by 1911 was the passenger car finish shop. The building was listed as vacant in 1946. The gable roof (without parapets) is covered in asphalt shingles. The north and south facades of the building have been covered with corrugated metal panels (image 26). The east and west elevations have articulated brickwork with pilasters and punched windows, one per bay, with segmental arches and keystones. All windows have been bricked in. To the immediate east of building #13 is another fenced courtyard with a serpentine pathway separating it from building #14. Two steel trusses run between buildings #13 and #14 across this courtyard (image 27). Building #13 is attached to building #18 at the western edge of its south elevation.

**Iron Machine Shop, Building #14, 1891-1904, Contributing, Images 27, 28 & 29**

Building #14 is located directly east of building #13 across a fenced courtyard. It is a large irregularly shaped building that has obviously been added to many times over the past century. Sections a, b & c of building #14 appear on Sanborn maps by 1891. Section 14e was built by 1904. The section of the building that runs along the eastern edge of the courtyard is section #14a (image 27). Originally used as a truck shop and later as an iron machine shop, it is a north-south running structure with an asphalt shingled gable roof and parapets at both ends. It is painted brick and has articulated brickwork and pilasters. The punched windows have been replaced with aluminum systems, but retain the segmental arches throughout and the first floor windows also have the keystone detail in the arch. Windows along the east and west façades are one per bay and have a wider opening than those on the north and south façades. To the east of 14a is the newest addition to the building (14e). Originally used for iron sawing, by 1946 it was a soap warehouse for the Falls City Transfer Co, Inc., as was the rest of the building. It has a

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shed roof, which runs into a saw tooth roof on the southern portion (image 28). The entire roof of this section is standing seam metal. This portion of the building is concrete block and has very little ornamentation. Just south of 14e is another original section (14b), which was once home to the iron machine shop, and later the machine and bolt shop for the Ohio Falls Car and Locomotive Company. It has a monitor roof with asphalt shingles and a gabled ell section off of the southwestern corner of 14e. There is articulated brickwork and pilasters on all sides, with medallions on the north and south elevations. All window openings on the east façade have been bricked in, but they retain the segmental arches and keystones. The visible portion of the southern façade is the only unpainted section of the building. To the south of 14b is a narrow brick section (14c) with a shed roof with corrugated metal paneling along the upper portion (image 29). There is no ornamentation on this section of the building. It was originally used as a powerhouse. At the southern edge of this building is section 14d, which served as an engine room. It is a two-and-a-half story brick structure (image 29). It has a gable roof with parapets at both ends. There is articulated brickwork and pilasters on all exterior faces with medallions on the east and west facades under the eave.

**Storage, Building #15, circa 1890, Contributing, Image 30**

This four-story brick building sits on the southern corner of the complex's main entrance along Missouri Avenue. It first appears on Sanborn Maps in 1891 and was used as a warehouse until around 1946 when it became vacant. Currently known as The 300 Building, the structure has a gable roof clad with asphalt shingles and has parapets at both ends (image 30). Articulated brickwork is used under the eaves and in pilasters separating the bays on all four sides. On the north elevation of this building is a five-story belvedere tower. The tower has a standing seam metal roof. The original windows have been replaced, but the original character is still visible with the segmental arched openings. Originally built for storage purposes, it is currently an office building.

**Storage, Building #16, circa 1890, Contributing, Image 31**

Directly south of building #15 is a small, one-story brick building which was historically used for many types of storage (image 31). As of 1891, it was boiler house storage and by 1904 was used for iron storage. By 1946, it was vacant. 290 Missouri Avenue, as it is now addressed, is rectangular in shape

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with a small addition to the northwest corner. The main structure runs east west and has a gable roof with parapets at both ends. The addition has a shed roof and both have asphalt shingles. The brickwork on this building matches that of building #15, with the exception of a small arched window under the eaves on the gable ends.

**Foundry, Building #17, circa 1875, Contributing, Images 32 & 33**

The southeastern most building on the property is Building #17, 200 Missouri Ave. Until 1911, it was used as a foundry, after which it was the blacksmith shop for the American Car Foundry Co. By 1946, it was being leased by the Falls City Transfer Co., Inc. and was used as a warehouse for soap and washing powder. It is a one-and-a-half story painted brick structure with an asphalt shingled, north-south running gable roof (image 32). Exterior Insulation Finishing System (EIFS) has been applied to the upper portion of the north and south facades (image 33). The lower portion of the north and south facades has punched windows with segmental arches, one per bay. There is a modern entrance storefront in the central bay. The east and west facades have punched windows, two per bay, with segmental arches and keystones. Three modern entrance canopy systems have been added on the western façade.

**Little Blacksmith Shop, Building #18, 1875-1946, Contributing, Image 34**

Attached to the south elevation of building #13 is building #18. A couple of buildings first appear in this location on the 1886 Sanborn map. They are the same width as the present building, but have a gap in the center between the two of them. By 1891, the gap is filled in and it appears to be one building. It is unclear if the original buildings were demolished and an entirely new building was built in the same shape, or if they were connected. The uses for this building have been a house for annealing ovens (1886), as the "little" blacksmith shop (1891 through 1904), as a passenger car finishing room (1911-1925) and as machinery storage for the American Creosoting Co, Inc who leased the space (1946). It is a one and a half story brick industrial structure, which runs north/south and has a gable roof with brick parapets at both ends (historic image 35). The roofing material is asphalt shingles. On the southern façade, the brick has been plastered over. A brick medallion is still visible and centered under the gable on the south elevation. It has articulated brickwork and pilasters on the east and west facades. There are punched windows, two per bay, on the east and west facades. They have segmental arches with

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keystones, and have been bricked in. A small rectangular brick two-story structure juts out of the center of the western façade. This addition first appears on the 1946-revised Sanborn map. It has a shed roof with asphalt shingles. The windows on this section are smaller in scale with segmental arches.

**Water Tower, circa 1925, Contributing, Image 16**

Located just south of building #9 at the site's main entrance is a large water tower (image 16). This elevated steel water tank is cylindrical in shape with a conical roof. It is supported by a steel frame, which is anchored into a concrete base. The earliest photograph found showing this structure is an aerial photograph of the area taken during the 1937 flood, but it appears on Sanborn Fire Insurance Maps as early as 1925. The Sanborn map states that it holds 100,000 gallons of water and is 150 feet tall. On the western side of the supports is a modern sign which says, "Water Tower Square." This structure is visible above all surrounding buildings. It is no longer in use.

**Flood Wall, 1945, Non-contributing, Image 17**

At the southwestern edge of the property is a floodwall. It is 15 feet in height and was completed by the Army Core of Engineers in 1945 at a cost of about \$8 million. Its construction was in response to the Ohio River Flood of 1937, which raised the Ohio River 19 feet above flood level. The wall runs from Jeffersonville to New Albany, Indiana.

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**Section 8 - Statement of Significance**

The Ohio Falls Car & Locomotive Company complex is significant under Criterion A, being "associated with events that have made a significant contribution to the broad patterns of our history;" through its contribution to the areas of industry and transportation. The establishment of this company in 1864 and its subsequent growth played a significant role in the economic growth of the area.<sup>1</sup> The Ohio Falls Car & Locomotive Company specialized in the production of freight cars, passenger cars, and related components. During wartimes, production switched to that of escort wagons, wagon wheels, and nose forgings for U.S. Army shells, various castings and shell forgings, and even clothing. The company also developed the first rolling kitchen and the Phillips packsaddle, adopted by the U.S. Army in 1930. The Ohio Falls Car Manufacturing Company was one of the largest and most profitable railroad car builders in the United States during the late-1880s. The success of the Ohio Falls Car & Locomotive Company was tied to the growth and prosperity of the American railroad industry during this period. The decline of this industry over the twentieth century, due to the rise of mass automobile ownership and highway improvements eventually led to the company's demise. The surviving factory complex of the Ohio Falls Car & Locomotive Company is one of the last surviving collections of buildings associated with the railcar manufacturing industry in Indiana in the late-nineteenth and early-twentieth centuries.

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<sup>1</sup> *Indiana Historic Sites and Structures Inventory: Clark County Interim Report* (Indianapolis: Historic Landmarks Foundation of Indiana, 1988).

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**Railroad Car Manufacturing in Indiana**

A number of railcar builders operated in Indiana from the 1850s until the mid-twentieth century. The industry emerged soon after the opening of Indiana's first railroad, the Madison & Indianapolis, in 1847. During the period 1850-1855, "Indiana achieved a rail network covering the entire state, linked to the East Coast, the Great Lakes, and Chicago. Indiana became a railroad state, and the railroad became the central fact in Indiana's growth and development."<sup>2</sup> The Wabash & Erie Canal, begun in 1832, was finally completed to Evansville and the Ohio River in 1853. The canal's income peaked in 1852 before falling into a gradual decline, precipitated by the completion of the parallel Wabash Railroad in 1856. The railroad network as it was completed by the mid-1850s soon made the canal obsolete for passenger and freight traffic. By the time the Wabash & Erie Canal was officially closed in 1874, it had ceased to function as a viable commercial highway and many canal boom towns had begun to languish. The state's rail centers, by contrast, flourished during this period. According to a report in the 1900 census,

The factory system began developing in Indiana prior to 1850, and its growth has been concurrent with railway building and the increasing transportation facilities incident thereto. Prior to the extension of the railway system of the state, the manufacturing industries were dependent mainly upon the few navigable waterways for transporting both the raw materials and the surplus products to market. Hence, the factory system began its growth along these natural channels of commerce, and its growth with railway extension is part of the interesting history of the state's industries, illustrating the interdependence of manufactures and commerce.<sup>3</sup>

The rapid growth and continuing expansion of Indiana railroads in the mid-to-late-nineteenth century created a demand for railroad cars and locomotives. In 1850, there were 41 railroad car manufacturers in the United States, employing 1,554 persons. By 1860, this had increased to 62 establishments with

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<sup>2</sup> Richard S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997) 11.

<sup>3</sup> Twelfth Census of the United States, *Census Reports Volume VIII, Manufactures*, Part II: States and Territories, (Washington: United States Census Office, 1902) 199.

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3,179 employees, increasing by 1870 to 170 establishments with 15,931 employees. In 1870, 10 railroad car manufacturers were located in Indiana, employing 1,403 persons. Indiana was the third state in railcar manufacturing at this time, just behind Ohio (11 establishments with 1,462 employees), with Pennsylvania in the lead (49 establishments with 4,076 employees). The 1900 census broke down railroad car manufacturing in Indiana into the manufacture of "cars and general shop construction and repairs by steam railroad companies" (54 establishments with 3,337 employees) and the manufacture of steam railroad cars, "not including operations of railroad companies" (4 establishments with 3,310 employees). The former kind of railcar manufacturer was incorporated into a railroad's service network, while the latter were private manufacturing interests who produced the cars to fill orders placed by the railroads. The Ohio Falls Car & Locomotive Company was an example of this second type of railcar manufacturer.

The largest private railroad car manufacturer in the state was the Haskell & Barker Car Manufacturing Company of Michigan City, Indiana (1852-1922). Haskell & Baker's complex included 34 buildings on 116 acres and claimed to be the largest freight car plant in the world. It was sold to Pullman in 1922 and operated until 1971. The Terre Haute Car & Manufacturing Company (1867-1899) was slightly smaller than Haskell & Barker. Other railcar manufacturers in Indiana included the Lafayette Car Works (1880-1891) and the Indianapolis Car Company (1870-1899), as well as several smaller, short-lived companies. In 1899, the Ohio Falls Car & Manufacturing Company, the Terre Haute Car & Manufacturing Company, and the Indianapolis Car Company were consolidated with ten other companies to form the American Car & Foundry Company.<sup>4</sup> Prior to the consolidation, these thirteen companies had accounted for 53% of all freight cars built in the U.S. outside of the railroad companies' own shops.<sup>5</sup> Another early competitor of the Ohio Falls Car & Locomotive Company was the Southwestern Car Company of Jeffersonville (1871-1876). The Southwestern Car Company leased convicts from the State Prison adjacent to the Ohio Falls

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<sup>4</sup> C. J. Phillips, *Indiana in Transition: The Emergence of an Industrial Commonwealth*, (Indianapolis: Indiana Historical Bureau and Indiana Historical Society, 1965) 306.

<sup>5</sup> Edward S. Kaminski, *American Car & Foundry Company 1899-1999* (Berkeley, California: Signature Press, 1999) 1.

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complex, allowing it to cut labor expenses. The company suffered significant losses in the financial panic of 1873 and was acquired by the Terre Haute Car Company in 1876.<sup>6</sup>

**History of Clarksville and Jeffersonville**

The town of Clarksville was chartered in 1783, while Jeffersonville, to the east, was laid out in 1802.<sup>7</sup> Jeffersonville was incorporated as a town in 1815, and chartered as a city in 1839. Jeffersonville's location was particularly desirable for commerce and manufacturing, being adjacent to a major city (Louisville), along a navigable river (the Ohio), and connected with major railroad networks. It was served by the lines that would, by the turn of the twentieth century, become the Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four), the Chicago, Indianapolis & Louisville Railway (Monon Route), the Baltimore & Ohio Railroad (B&O), and the Louisville & Nashville (L&N) Railroad. Because of its location directly adjacent to the larger city of Jeffersonville and more than one mile from the actual town of Clarksville, the Ohio Falls Car & Locomotive Company seems to have been more closely associated with the former city.

As of 1850, Jeffersonville numbered 2,122 residents while Clarksville was not large enough to be separated from Jeffersonville Township. By 1860, Jeffersonville's population had reached 4,020. The town continued to grow, reaching 7,254 in 1870 and 10,774 by 1900. During the same period Clarksville had grown very slowly, reaching 1,037 in 1880 and 2,370 by 1900. The town's low site and frequent flooding of the Ohio River contributed to its slow growth. Shipbuilding was the primary industry in Jeffersonville from the 1810s until the latter part of the century. During the first four decades of the twentieth century, Jeffersonville was served by three interurban electric light rail lines, adding to its commercial advantages. Both towns experienced a population decline during the 1910s, Jeffersonville by 3 percent and Clarksville by more than 15 percent. Jeffersonville rebounded and continued to grow while Clarksville did not experience significant growth until after World War II.

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<sup>6</sup> *History of Rush County, Indiana*, (Chicago, IL: Brant & Fuller, 1888), 240.

<sup>7</sup> *Welcome to Clark County Government*, 2003-2007. Clark County Government, <http://www.co.clark.in.us/history.html>, (accessed November, 10, 2007)

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TABLE 1		POPULATION		
Year	Jeffersonville	% Increase	Clarksville	% Increase
1850	2,122		NA	
1860	4,020	89.4	NA	
1870	7,254	80.4	NA	
1880	9,357	29.0	1,037	
1890	10,666	14.0	1,692	6.3
1900	10,774	1.0	2,370	40.1
1910	10,412	-3.4	2,743	15.7
1920	10,098	-3.0	2,322	-15.3
1930	11,946	18.3	2,243	-3.4
1940	11,493	-3.8	2,386	6.4
1950	14,685	27.8	5,905	147.5

After World War I, Clarksville became known for its nightlife and gambling. The George Rogers Clark Memorial Bridge (1928-1929), originally known as the Louisville Municipal Bridge, was built just east of the Ohio Falls Car & Locomotive Company site, crossing the Ohio River between Louisville, Kentucky and Jeffersonville, Indiana. After the flood of 1937 caused extensive damage in Clarksville and Jeffersonville, the Army Corps of Engineers built a floodwall to protect the towns. This floodwall extends along the southeastern corner of the Ohio Falls Car & Locomotive Company site.

**History and Chronology of the Property**

The Ohio Falls Car & Locomotive Company was established in Ohio Falls City, between Clarksville and Jeffersonville, Indiana, on June 1, 1864. Ohio Falls City, which occupied land included in the plat of Clarksville, later ceased to exist after the Indiana Supreme Court ruled that a town could not be established within the boundaries of an existing town. The Ohio Falls Car & Locomotive Company was located at the extreme eastern edge of Ohio Falls, on the west side of Missouri Avenue which was the western city limit of Jeffersonville. For this reason, its address is alternately given as Ohio Falls, Clarksville, or Jeffersonville. Because of its location outside the city limits of Jeffersonville, the company enjoyed the benefit of lower taxes, and its riverfront location allowed the inexpensive shipment of iron, coal, lumber, and other supplies.

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In its first two years, the company experienced many serious financial setbacks, leaving it with questionable credit and devalued stock. In 1866, Joseph White Sprague (1831-1900) became president of the company. Sprague, a native of Salem, Massachusetts, had received a Bachelor of Arts degree from Harvard in 1852 and a Masters of Arts from the same institution in 1855. He had worked as an engineer on the enlargement of the Erie Canal from 1854-1858, as surveyor of the Albemarle & Chesapeake Canal (built 1856-1860), served as Second Assistant Engineer on the New York canals from 1858-1862, and finally as Civil Engineer on the Ohio & Mississippi Railroad from 1862-1866.<sup>8</sup> Sprague took up residence in Louisville, Kentucky, across the river from Jeffersonville.

Sprague helped turn the struggling company around, in part due to his belief in the standardization of railcars. Instead of building all cars to custom designs, the car bodies were manufactured and then left to be finished out to the owner's specifications. The Ohio Falls Car & Locomotive Company produced boxcars, passenger cars, streetcars, flatcars, and hoppers. Cars were kept on hand and ten of each type could be ready for delivery in twenty-four hours. High quality and fast delivery were guaranteed, but the customer had to accept Ohio Falls' standard design of the car body. The company survived the Black Friday economic panic of September 24, 1869, and successfully resolved a dispute with the Chesapeake & Ohio Railway over property claimed by both companies.

The entire Ohio Falls Car & Locomotive Company complex was destroyed by fire in 1872. It was rebuilt during 1872-1873 with the help of an insurance payment, using fire-resistant construction methods. The new complex consisted of brick buildings with slate roofs. The various phases of the railcar construction process were housed in more than twenty separate buildings, spaced widely apart. The separation of functions, wide spacing, and use of noncombustible materials were all intended to reduce the risk of future fires and to isolate losses if a fire were to occur.

The Ohio Falls Car & Locomotive Company complex seems to have been the most extensive fire-resistant railcar factory to have been built in Indiana. While its competitors gradually added to and

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<sup>8</sup> Nobel E. Whitford, *History of the Canal System of the State of New York: Together with Brief Histories of the Canals of the United States and Canada*, (Albany: Bradow Printing, 1906).

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remodeled earlier buildings, the 1872 fire left the Ohio Falls Car & Locomotive Company with a clean slate. This allowed for a complete reconstruction utilizing fire-resistant materials and widely-spaced buildings to discourage the spread of fires. Haskell & Barker's complex in Michigan City was built along similar lines, although the buildings were not as widely-spaced. These buildings were gradually connected with additions beginning in the 1880s and the plant evolved into a huge mass of interconnected buildings during the early-twentieth century. The Terre Haute Car & Manufacturing Company also built its factory as a complex of widely-spaced slate-roofed brick buildings with separate functions. The Indianapolis Car Company was unique in that it occupied a complex of widely-spaced wood frame buildings. The Lafayette Car Works had renovated an older factory complex which consisted of several interconnected brick buildings built in the 1860s-1870s.

Most of these factories have been demolished, although a few buildings from Haskell & Barker's vast complex remain in Michigan City, along with one or two structures from the Terre Haute Car & Manufacturing Company. No buildings remain from the Indianapolis Car Company (site of the Eli Lilly Industrial Center) or the Lafayette Car Works. The Ohio Falls Car & Locomotive Company complex is the most complete railcar factory complex to survive in Indiana.

The new Ohio Falls Car & Locomotive Company complex was not yet complete when the Panic of 1873 hit, resulting in a four-year economic depression. Approximately 18,000 U.S. businesses failed between 1873-1875, and unemployment reached 14% nationwide in 1876. The panic stopped railroad construction and there was suddenly no business for the Ohio Falls Car & Locomotive Company. The company was also struggling against a competitor, the Southwestern Car Company, which had been using most of the convicts from the Clarksville State Prison (also called the Southern Indiana Reformatory), directly to the north of the Ohio Falls complex, for prison labor since about 1872. Indiana Governor Thomas A. Hendricks (later Vice President of the United States) noted in 1875:

During the last three years the greater portion of the convicts in the Southern Prison have been employed by the Southwestern Car Company. Prior to that use of prison labor the Ohio Falls Car & Locomotive Company had erected extensive and valuable works in the

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city of Jeffersonville, and were employing a large number of mechanics and laborers in the construction of railroad cars. During the last eighteen months the competition has interfered with the business of the outside works; and it is claimed that it has seriously disturbed the employment of free labor. I think it is a hardship that should be remedied, if possible. The Falls Company had expended a large sum of money in the construction of their works and had attained successful operation, and large numbers of mechanics and laborers, amounting to several hundred, had removed to the city and obtained reliable employment, as they supposed, when the new [Southwestern] Car Company was organized for the use of the prison labor in direct competition. The constitution, as well as humanity, requires that the treatment of the convicts shall have reference to their reformation...<sup>9</sup>

As a result of these circumstances, the Ohio Falls Car & Locomotive Company went bankrupt and its property was sold to cover its debts. On August 7, 1876, a new Ohio Falls Car Manufacturing Company was organized with Joseph W. Sprague again serving as president. This new company had capital stock of \$88,300, later increased to \$400,000. The new company purchased the land, buildings, machinery, stock, and tools of its predecessor and Sprague settled all outstanding debts with his own money. The company started off with minimal production, gradually increasing.

Occasionally, demand for railroad cars would slow. In October, 1883, it was rumored that the company would suspend operations indefinitely due to lack of new orders, resulting in the layoff of over 1,000 men.<sup>10</sup> The company did shut down for a short time around 1884, during the financial panic of 1884-1885, but was soon able to reopen.<sup>11</sup> Demand for railroad cars remained low for some time, but the market had rebounded by 1887. At the time of Joseph W. Sprague's retirement in 1888, the Ohio Falls

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<sup>9</sup> *Biennial Message of Thomas A. Hendricks, Governor of The State of Indiana*, (Indianapolis: Sentinel Company, 1875) 17.

<sup>10</sup> *Educational Weekly*, Vol. I. No. 17, (Indianapolis: October 27, 1883).

<sup>11</sup> Grace Williamson Edes, *Annals of the Harvard Class of 1852*, (Privately printed, 1922) 164-166.

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Car Manufacturing Company was one of the largest and most profitable railroad car builders in the United States.

In 1890, the annual capacity of the plant was 6,000 freight and 300 passenger cars, 75,000 cast iron wheels, and the company was about to commence building streetcars.<sup>12</sup> Electric streetcars became common in the 1890s. The first electric street railway in the United States began operation in Richmond, Virginia, in February 1888, followed in August by the first electric street railway in Indiana at Lafayette. Horse-drawn streetcar lines were rapidly converted to electric traction during the 1890s. By 1892 the company had more than 2,300 employees and its annual sales soon reached \$3 million. In 1898 the company's net earnings reached \$220,000 and holders of preferred stock received a 14 percent dividend.

The Ohio Falls Car Manufacturing Company gradually superseded the boat and shipbuilding industry in Jeffersonville to become the dominant industrial employer in the city. This reflected a statewide trend in the growth of railroad car manufacturing and the decline of boat and ship building between 1870 and 1920 (see Table 2).<sup>13</sup> By 1870, there were 10 railroad car manufacturers in the state, with 1,403 employees statewide, 492 of them (35 percent) in Jeffersonville. In 1883 the Ohio Falls Car & Locomotive Company employed more than 1,000 men—nearly 40 percent of all employees in private railcar manufacturing in the state. In 1890, at its peak, the boat and ship building industry employed 551 persons statewide, while the Ohio Falls Car & Locomotive Company employed 2,300 persons—nearly 70 percent of all railcar manufacturing employees in the state. The company's workers seem to have come from Jeffersonville, Clarksville and Louisville. Boat and ship building declined in Indiana during the 1890s and by 1904 was no longer listed among the state's 55 major industries in census tables. In 1900, Jeffersonville had 78 industries employing 1,802 workers. Even if all ship and boat builders in the state had been located in the Jeffersonville, they would still account for less than 20 percent of the industrial workforce.

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<sup>12</sup> American Iron and Steel Association, *Directory to the Iron and Steel Works of the United States*, (Philadelphia: Allen, Lane & Scott, 1890) 218, 223.

<sup>13</sup> All employment figures come from the U.S. Census Bureau Statistics, *Censuses of Population and Housing, 1870-1920*.

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<b>TABLE 2 NUMBER OF EMPLOYEES STATEWIDE</b>		
<b>Year</b>	<b>Railroad Car Manufacturing (Outside of Railroad Companies)</b>	<b>Boat and Ship Building</b>
1870	1,403	301
1880	2,483	312
1890	3,344	551
1900	3,310	343
1904	3,341	NA <sup>14</sup>
1909	4,449	NA
1914	5,800	NA
1919	6,650	NA

<b>TABLE 3</b>	
<b>Year</b>	<b>Industrial Workforce of Jeffersonville</b>
1900	1,802
1904	1,598
1909	919
1914	1,176
1919	1,017

Between 1899 and 1919, the state's railroad car manufacturers outside of the railroad companies steadily increased employment (see Table 2). Employment figures seem to have fluctuated from month to month. During a monthly employment count in 1919, the railroad car manufacturers of Indiana employed a maximum of 7,842 workers and a minimum of 5,476—a thirty percent fluctuation. Jeffersonville's industrial workforce also fluctuated considerably during the first two decades of the twentieth century (see Table 3), reflecting the decline in population during this period.

The Ohio Falls Car Manufacturing Company and several smaller industries prospered along with Jeffersonville during the late-nineteenth century. The influence of these manufacturing interests allowed Jeffersonville to grow steadily until the years before World War I. Large Italianate, Queen Anne, and Colonial Revival houses reflect the prosperity of Jeffersonville in this period. A number of public buildings—including the Carnegie Library and several Neoclassical bank buildings—were built in the first decade of the twentieth century, at the peak of the town's pre-World War II industrial development. Development in Clarksville remained limited until after the Second World War. However, the influence of the Ohio Falls Car Manufacturing Company is seen in the 1894 William Ingram House, which features woodwork produced by the company's railcar carpenters.

<sup>14</sup> Boat and ship building was not listed among the significant industries in Indiana in census documents after 1900.

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American Car & Foundry Company (A.C.F.) was incorporated in 1899, resulting from the merger of thirteen independent companies, including the Ohio Falls Car Manufacturing Company. The American Car & Foundry Company began with total of sixteen plants and a consolidated workforce of 26,000.<sup>15</sup> The company's stated purpose was "to manufacture and sell railway cars, both passenger and freight, and street cars, car trucks, car wheels, and all parts of cars and accessories of car equipments, appliances and specialties," along with "the manufacture of products of steel, iron or other metals; to engage in mining; to operate lumber mills and establish and operate rolling mills."<sup>16</sup>

Under this new management, the Ohio Falls plant seems to have continued to manufacture the same products. It specialized in freight cars, passenger cars, and related components, while an adjacent facility produced castings and chilled iron wheels. During World War I, production shifted to meet wartime demands. The company produced escort wagons, wagon wheels, and nose forgings for U.S. Army shells, as well as up to 20,000 shirts per day. The company developed the first rolling kitchen and the Phillips packsaddle—a steel-framed padded structure designed to allow mules to carry howitzer components or other heavy loads.

A postwar decline in the railroad industry eventually led to the end of railcar manufacturing in Clarksville and Jeffersonville. Railroad car production at the Ohio Falls complex ceased in 1932. The flood of January 5-February 5, 1937 caused extensive damage in Jeffersonville. The abandoned Ohio Falls Car & Locomotive Company complex was flooded at this time. The plant reopened during World War II to

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<sup>15</sup> The plants included the following: Michigan-Peninsular Car Co., Detroit, Michigan; Missouri Car & Foundry Co., St. Louis, Missouri; Jackson & Wooding Mfg. Co., Berwick, Pennsylvania; Ohio Falls Car Mfg. Co., Jeffersonville, Indiana; Union Car Co., Depew, New York; St. Charles Car Co., St. Charles, Missouri; The Wells & French Co., Chicago, Illinois; Terre Haute Car & Mfg. Co., Terre Haute, Indiana; Buffalo Car Mfg. Co., Buffalo, New York; Niagara Car Wheel Co., Buffalo, New York; Ensign Mfg. Co., Huntington, West Virginia; Pennock Bros., Minerva, Ohio; Murray, Dougal & Co., Milton, Pennsylvania; Indianapolis Car Co., Indianapolis, Indiana; Common-Sense Bolster Co., Chicago, Illinois; and the Jackson & Sharp Co., Wilmington, Delaware. John Moody, *The Truth About the Trusts: A Description and Analysis of the American Trust Movement*, (New York: Moody Publishing Company, 1904) 217-218.

<sup>16</sup> John Moody, *The Truth About the Trusts: A Description and Analysis of the American Trust Movement*, (New York: Moody Publishing Company, 1904) 217-218.

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*Ohio Falls Car & Locomotive Company, Jeffersonville, IN*

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supply various castings and shell forgings to other ACF plants, before closing again in 1945. The American Car & Foundry Company used the buildings for storage until the early-1950s.

Some of the buildings in the northwestern part of the complex were demolished sometime between 1937-1951, possibly as a result of damage from the 1937 flood. Some of the buildings—possibly the open train shed—are said to have been heavily damaged in a windstorm. The Jeff-Clark Corporation used some of the buildings as merchandise warehouses and leased other buildings to several companies, which used them primarily for small manufacturing and storage. Colgate-Palmolive used some of the northwestern buildings for storage in the 1950s. On Thanksgiving Day, 1956, a building full of a flammable hair tonic was destroyed by fire.

The Falls Cities Transfer & Storage Company acquired the property before selling it to Elmer Hoehn of Commercial Logistics Corporation in 1976. The buildings are currently occupied by a variety of businesses and the facility is now known as Water Tower Square Business Park. Members of the Hoehn family still own the property.

**Conclusions**

The Ohio Falls Car & Locomotive Company and its successors were significant influences on the development of Jeffersonville and Clarksville in the late-nineteenth and early-twentieth centuries. These companies also played a major part in the history of railroad car manufacturing in Indiana. The surviving factory complex of the Ohio Falls Car & Locomotive Company was among the largest of the railroad car manufacturing facilities in Indiana and is one of the last surviving collections of buildings associated with the industry in the state. The complex has contributed both to broad patterns of national history—in the growth and prosperity of the American railroad network—and to the growth and prosperity of its home cities of Clarksville and Jeffersonville.

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**Photographs**

All photographs are of the Ohio Falls Car & Locomotive Company, Clark County, Indiana, 300 W. Missouri Ave.

1. Virginia Smith, Building #1: camera facing northwest; photo taken October 2007
2. Virginia Smith, Building #2a, camera facing southwest; photo taken October 2007
3. Ben Ross, Building #2b, camera facing southwest; photo taken July 2007
4. Ben Ross, Building #2b, camera facing northwest; photo taken July 2007
5. Virginia Smith, Building #3a, camera facing southwest; photo taken October 2007
6. Virginia Smith, Buildings #3b (left) & #3c (right), camera facing east; taken October 2007
7. Ben Ross, Buildings #3c (left) & #3d (right), camera facing east; taken July 2007
8. Virginia Smith, Building #3e, camera facing northeast; photo taken October 2007
9. Virginia Smith, In between building #3 (left) & #6 (right), camera facing east; photo taken Oct. 2007
10. Ben Ross, Building #4, camera facing east; photo taken July 2007
11. Ben Ross, Building #5, camera facing southwest; photo taken July 2007
12. Ben Ross, Building #6, camera facing southeast; photo taken July 2007
13. Ben Ross, Building #7, camera facing southwest; photo taken July 2007
14. Virginia Smith, Building #7, camera facing northeast; photo taken November 2007
15. Ben Ross, Building #8, camera facing southwest; photo taken July 2007
16. Ben Ross, Building #9 and water tower, camera facing southwest; photo taken July 2007
17. Virginia Smith, Building #10a, camera facing northwest; photo taken October 2007
18. Ben Ross, Building #10 (left) & #9 (right), camera facing northwest; photo taken July 2007
19. Ben Ross, Path between buildings #10 (left) & #11 (right), camera facing north; photo taken July 2007
20. Virginia Smith, Building #11, camera facing southwest; photo taken October 2007
21. Ben Ross, Building #11 (left) and #10 (right), camera facing northwest; photo taken July 2007
22. Ben Ross, Building #11, camera facing southeast; photo taken July 2007

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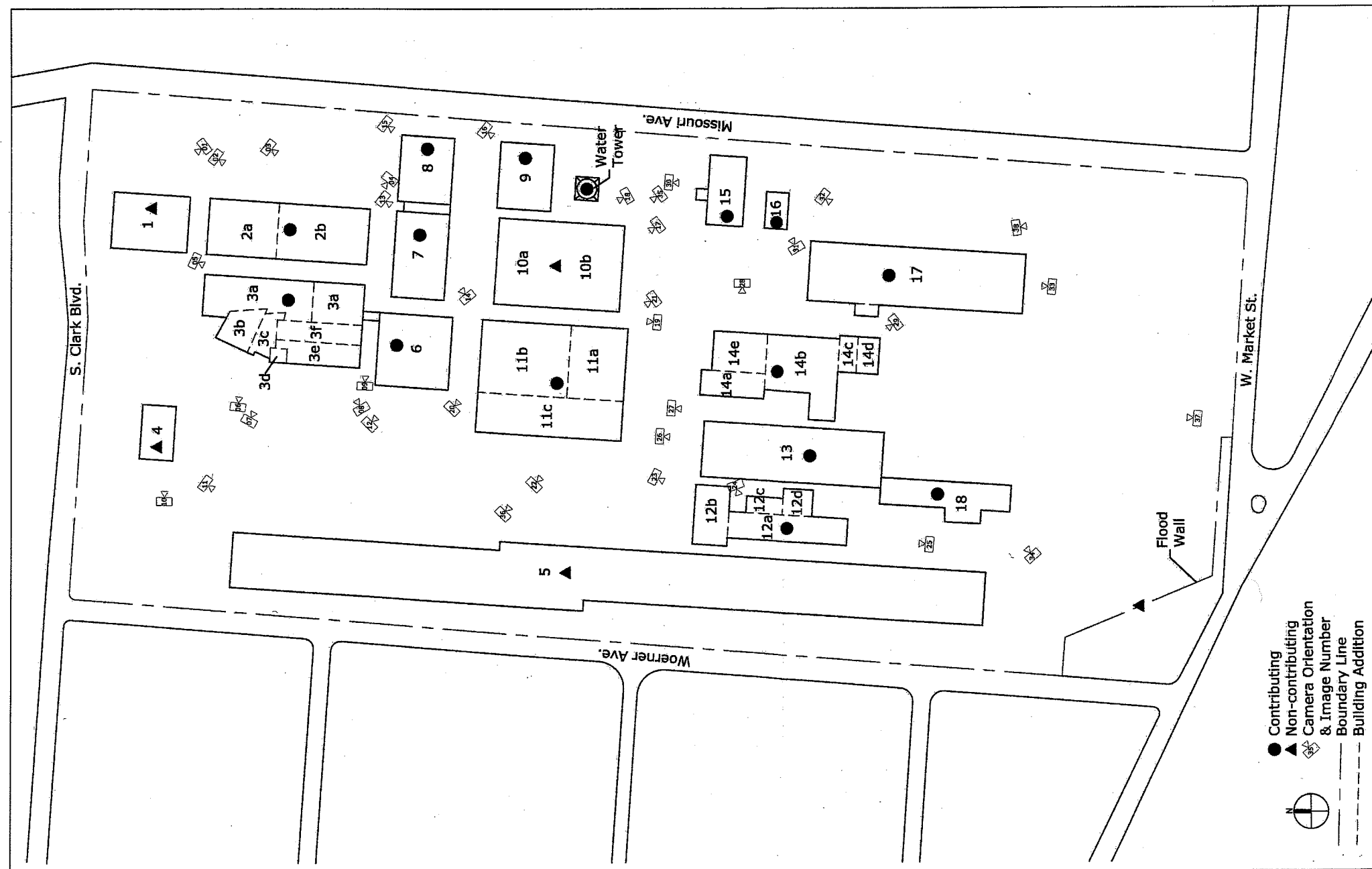
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23. Virginia Smith, Building #12, camera facing south; photo taken October 2007
24. Virginia Smith, Building #12, camera facing southwest; photo taken October 2007
25. Ben Ross, Building #12, camera facing north; photo taken July 2007
26. Virginia Smith, Building #13, camera facing south; photo taken October 2007
27. Ben Ross, Courtyard between buildings #13 (left) & #14 (right), camera facing south; photo taken July 2007
28. Virginia Smith, Building #14b, camera facing west; photo taken October 2007
29. Virginia Smith, Building #14e, camera facing northwest; photo taken October 2007
30. Ben Ross, Building #15, camera facing south; photo taken July 2007
31. Ben Ross, Building #16, camera facing northeast; photo taken July 2007
32. Ben Ross, Building #17, camera facing southwest; photo taken July 2007
33. Ben Ross, Building #17, camera facing north; photo taken July 2007
34. Ben Ross, Building #19, camera facing northeast; photo taken July 2007
35. Historic Photograph, Building #10a, camera facing northwest
36. Historic Photograph, Building #11, prior to addition, camera facing southeast
37. Historic Photograph, aerial view of complex looking north towards S. Clark Boulevard, circa 1950
38. Historic Photograph, southeast corner of property looking towards Louisville, circa 1935

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Ohio Falls Car and Locomotive Company Historic District, photo 3



Ohio Falls Car and Locomotive Company Historic District, photo 7



Ohio Falls Car and Locomotive Company Historic District, photo 11



Ohio Falls Car and Locomotive Company Historic District, photo 12



Ohio Falls Car and Locomotive Company Historic District, photo 18



Ohio Falls Car and Locomotive Company Historic District, photo 30



Ohio Falls Car and Locomotive Company Historic District, photo 32



Ohio Falls Car and Locomotive Company Historic District, photo 34